

of employment which caused their disease. This onerous requirement makes it nearly impossible for federal fire fighters, who suffer from occupational diseases, to receive fair and just compensation or retirement benefits. The bureaucratic nightmare they must endure is burdensome, unnecessary and, in many cases, overwhelming. It is ironic and unjust that the very people we call on to protect our federal interests are not afforded the very best in health care and retirement benefits our federal government has to offer.

Today, Representatives CONNIE MORELLA (R-MD), JO ANN DAVIS (R-VA), and LOIS CAPPS (D-CA) joined me to introduce bipartisan legislation, the Federal Firefighters Fairness Act of 2001, which amends the Federal Employees Compensation Act to create a presumptive disability for fire fighters who become disabled by heart and lung disease, cancers such as leukemia and lymphoma, and infectious diseases like tuberculosis and hepatitis. Disabilities related to the cancers, heart, lung and infectious diseases enumerated in this important legislation would be considered job related for purposes of workers compensation and disability retirement—entitling those affected to the health care coverage and retirement benefits they deserve.

Too frequently, the poisonous gases, toxic byproducts, asbestos, and other hazardous substances with which federal firefighters and emergency response personnel come in contact, rob them of their health, livelihood, and professional careers. The federal government should not rob them of necessary benefits.

The bipartisan effort behind the Federal Firefighters Fairness Act of 2001 marks a significant advancement for fire fighter health and safety. Federal firefighters deserve our highest commendation and it is time to do the right thing for these important federal employees.

Thirty-eight states have already enacted a similar disability presumption law for federal firefighters' counterparts working in similar capacities on the state and local levels. The Federal Firefighters Fairness Act of 2001 is about parity for federal fire fighters; the same level of support provided to other important groups, such as teachers and police officers, should also be granted to these dedicated federal employees.

Mr. Speaker, the job of fire fighting continues to be complex and dangerous. The nationwide increase in the use of hazardous materials and the recent rise in both natural and man-made disasters pose new threats to fire fighter health and safety. The Federal Fire Fighters Fairness Act of 2001 will help protect the lives of our fire fighters and it will provide them with a vehicle to secure their health and safety.

I urge my colleagues to embrace this bipartisan effort and support the Federal Firefighters Fairness Act of 2001 on behalf of our nation's federal fire fighters and emergency response personnel.

SENSATIONAL SOCCER IN THE 6TH DISTRICT OF NORTH CAROLINA

HON. HOWARD COBLE

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. COBLE. Mr. Speaker, On May 26, the Sixth District of North Carolina became the

home of the 3-A state championship girls soccer team—Southwest Guilford High School. The Cowgirls completed their victory run with a season record of 24–3. After winning state championships in 1995 and 1997, the team brought the title home again when they beat T.C. Robeson 4–1.

With a team that has the Regional Player of the Year Erin Sides, All-State Player and leading goal scorer Kelly Whitaker, Conference Defender of the Year Lauren Field, and Erin Gonzalez as the All-State Stopper, Southwest Guilford had a leading advantage in capturing the 3-A state title.

The Cowgirls won all five state championship title games. The final game was a scoreless tie at halftime. But the team remained united and was ready for the second half.

"We said at halftime, whoever scored that first goal is going to win the game," sweeper Lauren Field, one of three captains, told the High Point Enterprise.

The Cowgirls' Erin Sides, scored their first goal, only two minutes into the second half. Laura Allen drilled another goal three minutes later. The final two goals that sealed the victory were by Kelly Whitaker, who was the championship game MVP.

Congratulations are in order for Head Coach Mike Fitzpatrick along with his Assistant Coach Gary Sabo, Goalkeeper Coach Chris Barrett and JV Coach Jim Coggins.

Members of the championship team included Laura Allen, Deanna Carr, Sara Crowder, Lisa Demeyer, Lauren Field, Erin Gonzalez, Natalie Henderson, Melissa Hunter, Andrea Lance, Bevan Menamara, Jolie Reed, Erin Slides, Marty Thompson, Marianne Trexler, Claire Walley, Kelly Whitaker, and Wendy Williams.

Everyone at Southwest Guilford High School can be proud of the Cowgirls. On behalf of the citizens of the Sixth District, we congratulate Athletic Director Brindon Christman, Principal Wayne Tuggle and everyone at Southwest Guilford for winning the state 3-A girls soccer championship.

INTRODUCTION OF THE AIRCRAFT CLEAN AIR ACT OF 2001

HON. JERROLD NADLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mr. NADLER. Mr. Speaker, today I am introducing the Aircraft Clean Air Act of 2001 along with Senator DIANE FEINSTEIN who has introduced the companion bill in the Senate. This legislation is intended to create a procedure within the FAA to record cabin air quality incidents on commercial flights and to require airlines to turn over certain information regarding those complaints to the FAA.

The problem, Mr. Speaker, is that there is no way for passengers and crew members to register complaints about poor air quality they may have experienced on a commercial flight in the United States. Airlines are not required to save, or make available, valuable maintenance records of the flights where air quality problems are reported. Nor are they required to make available the chemical constituents present to which a person on the plane may be exposed. As a result, we have very little information as to the frequency or nature of cabin air quality incidents.

The Aircraft Clean Air Act of 2001 addresses this problem by allowing passengers and crew members to register cabin air quality complaints directly with the FAA. The FAA is then required to pass the complaint on to the appropriate airline, and to keep records of all complaints for ten years. Further, a passenger or crew members may request that the airline named in their complaint turn over the applicable mechanical and maintenance records of the flight in question if they have had a medical professional verify their symptoms. Airlines would have 15 days to turn over this information, after which a civil penalty of \$1,000 per day would be levied on the airline for every day they do not turn over the requested information.

The Aircraft Clean Air Act of 2001 addresses another issue as well, the level at which aircraft are pressurized in flight. Currently airplanes are pressurized at 8,000 feet while they are in the air. This means that for the duration a flight is in the air, it feels to the passengers as if they are at 8,000 feet above sea level, regardless of the actual altitude of the aircraft. The 8,000 foot standard was based on outdated research that used an unrepresentative sample of the population. Recently, there have been questions regarding the safety of the 8,000 foot level. As a person goes higher above sea level, the rate at which oxygen is absorbed into the body decreases. This could cause problems such as shortness of breath and numbness in limbs, and lead to other health related problems.

The Aircraft Clean Air Act of 2001 authorizes the FAA to sponsor a study to determine if the cabin altitude rate, as currently defined by existing government regulation, should be lowered. The study would examine the affects of altitudes between 5,000 and 8,000 feet on various types of people that broadly represent the public. The bill allows universities to compete to conduct the study, and allows the National Academy of Sciences' "Committee on Air Quality in Passenger Cabins of Commercial Aircraft" to select the winner.

Mr. Speaker, airlines should be required to record all air quality complaints from passengers and crew members and to turn over the requested maintenance information in order to insure that our airlines remain the safest in the world. This is a matter of extreme importance for the flying public as well as those who work in the industry, and I urge my colleagues to support this legislation.

ELIMINATE PENALTY FOR IMMIGRANT CHILDREN—H.R. 1209

HON. PATSY T. MINK

OF HAWAII

IN THE HOUSE OF REPRESENTATIVES

Wednesday, June 13, 2001

Mrs. MINK of Hawaii. Mr. Speaker, I rise in strong support of H.R. 1209—The Child Protection Act of 2001. Too many injustices affect immigrants as a result of how the current Immigration and Nationality Act is written. H.R. 1209 is but one way to ensure that children of citizens are not penalized because it takes the INS an unacceptable length of time to process their adjustment of status petitions.

Alien children of U.S. citizens are eligible for admission as an immediate relative. They are not subject to any numerical limitations on